

## **Appendix F: List of Commitments**



# LIST OF COMMITMENTS IDENTIFIED IN THIS ENVIRONMENTAL ASSESSMENT

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WSDOT has well-established design and construction practices for avoiding or minimizing impacts resulting from environmental conditions anticipated along the project alignment. The following sections describe the measures that WSDOT will include in the project to avoid or minimize impacts during construction and operation.

## ***Project Measures to Avoid or Minimize Effects During Construction***

Design elements such as boundaries of areas that can be impacted that have been incorporated into the project specifications, as well as construction plans and procedures, will avoid or minimize most potential construction impacts. When appropriate, monitoring will be conducted to ensure that these design and construction measures are effective.

### **Traffic and Transportation**

- WSDOT will prepare a traffic management plan before making any changes to the traffic flow. We will advise the public, school districts, and emergency service providers of the changes ahead of time through a public information process.
- Prior to and during construction, WSDOT will implement strategies to manage the demand on transportation infrastructure. These transportation demand management (TDM) strategies, such as support for the use of carpools, vanpools, and public transportation programs, will form an important part of the construction management program and will be aimed at increasing public awareness of their travel options in the corridor.

### **Noise**

To reduce construction noise at nearby receptors, the following measures will be incorporated into construction plans and specifications:

- WSDOT will erect noise berms or barriers prior to other construction unless structures or features to support the berms or barriers need to be constructed first;
- WSDOT will limit the noisiest construction activities, such as pile driving, to between 7 AM and 10 PM to reduce construction noise levels during sensitive nighttime hours;
- WSDOT will outfit construction equipment engines with adequate mufflers, intake silencers, and engine enclosures to reduce their noise by 5 to 10 dBA (U.S. EPA, 1971);
- WSDOT will turn off construction equipment during prolonged periods of nonuse to reduce noise;
- WSDOT will require contractors to maintain all equipment and train their equipment operators in good practices to reduce noise levels;
- WSDOT will locate stationary equipment away from receiving properties to decrease noise;

- WSDOT will construct temporary noise barriers or curtains around stationary equipment that must be located close to residences;
- WSDOT will require resilient bed liners in dump trucks to be loaded on site during nighttime hours; and
- WSDOT will require contractors to use Occupational Safety and Health Act-approved ambient sound-sensing backup alarms that can reduce disturbances at night.

### **Communities, Neighborhoods, and Businesses**

To reduce the effects of construction activities on neighborhoods and businesses, the following measures will be incorporated into construction plans and specifications.

#### *Communities and Neighborhoods*

- WSDOT will prepare and implement a traffic management plan (TMP). If local streets must be temporarily closed during construction, detour routes will be provided and clearly marked with signs.
- WSDOT will coordinate with the school districts before construction. The TMP will be implemented and coordinated with all emergency services organizations prior to any construction activity.
- WSDOT will coordinate with utility providers prior to construction to identify conflicts and resolve the conflicts before or during construction.

#### *Businesses*

- WSDOT will maintain access to businesses throughout the construction period.
- Because it can be difficult to determine whether a business is open, or how to access the site during the construction period, WSDOT will make provisions for posting appropriate signs to communicate the necessary information to potential customers.
- WSDOT will keep daytime street closures to a minimum.

#### *Property Acquisition/Displacements*

- In those situations where it is necessary to acquire property, WSDOT will conform to the requirements set forth in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and implemented by FHWA under 49 Code of Federal Regulations (CFR) Part 24, and according to Chapter 468-100 Washington Administrative Code (WAC) Uniform Relocation and Assistance and Real Property Acquisition. This will ensure just compensation for all properties and minimize any adverse effect on the current owners and residents. Relocation resources are available, without discrimination, to all eligible residents and businesses.
- WSDOT will prepare a relocation plan in advance of actual displacements. Additional information will be collected, possibly through property owner interviews, to identify the specific needs of any business that will be relocated.

## **Recreational and Cultural Resources**

- WSDOT will prepare an Inadvertent Discovery Plan for the project that construction contractors will follow; and
- During construction, WSDOT will conduct archaeological monitoring for work taking place in the vicinity of Cedar River Park, the NE 44th Street interchange, and near the mouth of May Creek.

## **Public Services and Utilities**

WSDOT will coordinate several efforts with local public services prior to and during construction of the project.

- WSDOT will prepare and implement a transportation management plan;
- WSDOT will post signs to show detour routes if periods of closures are needed;
- WSDOT will coordinate with school districts before construction;
- WSDOT will coordinate with all emergency services prior to, or during construction; and
- WSDOT will coordinate with utility providers to identify conflicts and resolve them prior to or during construction.

## **Visual Quality**

- The Renton to Bellevue Project is being planned, developed, and designed in accordance with CSS guidelines. These guidelines provide an approach that incorporates community values and improves compatibility of the transportation facility with the communities and neighborhoods through which it passes. CSS also meets local, regional, and national requirements for the safe, efficient, effective movement of people and goods. CSS considers the elements of mobility, safety, environment, and attractiveness throughout the project. Adhering to these guidelines, the Renton to Bellevue Project is being developed to fit its physical surroundings and to preserve scenic, visual, historic, and environmental resources.
- The application of CSS guidelines precludes the need for further mitigating visual impacts. Because the project is being developed with local input, community concerns relating to appearance, environment, cultural resources, and other areas are being addressed early. Mitigation measures typical for transportation projects, such as retaining existing natural vegetation and planting new vegetation to screen manmade elements, are incorporated within the highway and related transportation features. Other areas subject to CSS include structural elements, landscape features, lighting, signage, and special elements such as parking structures and pedestrian bridges.

## **Air Quality**

The construction contractor will be contractually obligated to control fugitive dust in accordance with the Memorandum of Agreement between WSDOT and Puget Sound Clean Air Agency Regarding Control of Fugitive Dust from Construction Projects (October 1999).

The following measures will be used to control dispersion of dust (PM<sub>10</sub>), transmission of particulate matter, and emissions of CO and NO<sub>x</sub> during construction:

- WSDOT will spray exposed soil with water to reduce emissions of PM<sub>10</sub> and deposition of particulate matter.
- WSDOT will cover truckloads of material susceptible to scattering by the wind, and materials in trucks will be wetted or provided adequate freeboard (space from the top of the material to the top of the truck) to reduce PM<sub>10</sub> and deposition of particulates during transport.
- Wheel washers, rock aprons, or other measures will be provided to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.
- Dust deposited on public roads will be removed to reduce mud on area roadways.
- Dirt, gravel, and debris piles will be covered or wetted during periods of high wind when the stockpiles are not in use.
- Construction trucks will be routed and scheduled to reduce travel delays and unnecessary fuel consumption/emissions.

## **Water Resources**

Several measures will be incorporated into construction plans and specifications to reduce effects to water resources.

- WSDOT will protect groundwater with the use of standard BMPs.
- WSDOT will prepare and implement a temporary erosion and sedimentation control (TESC) plan and a spill prevention and countermeasure control (SPCC) plan.
- WSDOT will not allow any in-water construction work to take place except during seasonal work windows established to protect fish, unless prior approval has been obtained from fisheries resource agencies.
- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses. Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff. Thinners and solvents will not be used to wash oil, grease, or similar substances from heavy machinery or machine parts. WSDOT will designate a washdown area for equipment and concrete trucks.
- WSDOT will protect groundwater with the use of standard BMPs for WSDOT highway construction activities.
- WSDOT will ensure that fuel and chemical storage, fueling operations for construction vehicles, and equipment during construction is located within secondary containment areas. These areas will be surfaced with an impermeable material and sized to contain the volume of stored fuel and/or chemical.

- WSDOT will locate spill response equipment at regular and specified intervals along the project alignment.
- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses.
- WSDOT will take added measures during construction within the Cedar Valley Sole Source Aquifer to protect the aquifer, such as prohibition of fuel and chemical storage and refueling operations. Also, construction specifications will require stormwater collection with either a lined or piped conveyance system within the Aquifer Protection Area (APA). Stormwater will be directed and discharged outside of the APA to prevent any possible degradation of water quality.
- WSDOT will conduct construction within the City of Renton's APA Zones 1 and 2, in compliance with Washington State Wellhead Protection Requirements outlined in WAC 246-290-135(4) and the City of Renton Municipal Code RMC 4-9.
- WSDOT will ensure that fuel and construction chemicals will not be stored within the City of Renton's APA Zone 1 and minimize storing fuels and chemicals within Renton's APA Zone 2.
- WSDOT will conduct groundwater monitoring to monitor for spills that can affect the Cedar Valley Aquifer. If necessary, existing City of Renton monitoring wells can be supplemented with additional monitoring wells at key locations and used for monitoring water quality during construction activities in the APA Zone 1.
- WSDOT will ensure that any fill over 50 cubic yards in quantity placed over Renton's APA Zone 1 be certified by a professional engineer or geologist that the fill meets Model Toxics Control Act (MTCA) cleanup standards.
- WSDOT will not place imported contaminated fill during construction.
- WSDOT will ensure that imported fill meets MTCA Method A or B soil cleanup standards (WAC 173-340-740) for unrestricted use.
- WSDOT will develop a fill evaluation and testing plan prior to commencing construction activities. The fill testing plan will also apply to suspect excavated soils encountered during construction.
- If analytical testing is required, WSDOT will ensure that imported fill soils are analyzed before arriving at the construction site.
- WSDOT will ensure that all sampling is performed by a professional engineer or geologist.

## **Wetlands**

The following activities will be undertaken to avoid or minimize effects to wetlands:

- WSDOT will protect, preserve, and enhance wetlands in the project area during the planning, construction, and operation of transportation facilities and projects consistent

with USDOT Order 5660. 1A; Executive Order 11990; and Governor's Executive Orders EO 89-10 and EO 90-94;

- WSDOT will use fencing to clearly mark wetlands in the construction areas that are to be avoided; and
- WSDOT will implement avoidance measures to reduce temporal losses of wetland functions prior to creating wetlands. Project-level design and environmental review has included avoidance, minimization, restoration, and compensation of wetlands.

### **Wildlife and Vegetation**

- WSDOT will prepare and implement a revegetation plan. If WSDOT must permanently remove vegetation for roadway construction, it will be replaced with native vegetation within or in the vicinity of the project area.
- WSDOT will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.

### **Fish, Aquatic Habitat, and Threatened and Endangered Fish Species**

WSDOT will use the following measures to avoid or minimize effects to fish and aquatic resources during construction:

- WSDOT will implement construction BMPs (such as silt fencing or sedimentation ponds) to avoid disturbing sensitive natural areas.
- WSDOT will not allow any in-water work to occur except during seasonal work windows established to protect fish unless otherwise approved by WDFW with appropriate agencies.

### **Measures for Geology and Soils**

#### *Seismicity*

- WSDOT will meet American Association of State Highway and Transportation Officials (AASHTO) design standards with a design seismic event equivalent to a 10-percent chance of exceedance in 50 years (425-year return period).
- WSDOT will implement design methods to make project elements stable under the design AASHTO event and limit susceptibility to collapse under an unlikely larger event.

#### *Liquefaction-prone Areas*

- WSDOT will identify areas where liquefaction prone soils may be located.
- WSDOT will evaluate the potential effects to structures from liquefaction, if structures underlain by liquefaction-prone soils are identified.
- WSDOT will use appropriate measures to reduce long-term liquefaction and lateral spreading risks if it is determined that liquefaction risks are unacceptable.



- WSDOT will develop the means and methods to avoid or minimize settlement resulting from construction vibrations associated with measures to reduce liquefaction risks, if liquefaction prone soils are identified.

#### *Soft Ground Areas*

- WSDOT will take appropriate measures to assess and reduce potential settlement problems associated with existing utilities or structures in areas underlain by soft, compressible soil.
- WSDOT will design the structures and embankments to accommodate or avoid the settlement if the potential settlement is unacceptable.
- WSDOT will develop the means and methods to avoid or minimize settlement resulting from construction vibrations in areas underlain by soft or loose soils.

#### *Slope Stability and Landslide Areas*

- WSDOT will develop appropriate construction procedures to maintain or enhance slope stability in areas underlain by landslides or with landslide-prone geology. The design through these areas will include suitable wall types such as soldier piles with tiebacks, possibly supplemented with enhanced drainage such as improved surface drainage or horizontal drains.
- WSDOT will design earthwork and wall placement sequencing plans, construction drainage plans, and a slope monitoring program.
- WSDOT will drain suspected or observed seepage to reduce the risk of landslide and surface sloughing through the use of gravel drainage blankets, french drains, horizontal drains, placement of a surface rock facing or other methods.

#### *Dewatering*

- WSDOT will use properly designed, installed, and operated dewatering systems.
- WSDOT will control dewatering discharge to avoid adverse effects.

#### *Erosion*

- WSDOT will prepare and implement a TESC plan.
- WSDOT will take additional action to minimize erosion, maintain water quality, and achieve the intended environmental performance, should any BMP or other operation not function as intended.

#### *Earthworks*

- WSDOT will place and maintain stockpiles properly to avoid erosion or slope stability problems.

### *Permanent Drainage Systems for Cut Slopes*

- WSDOT will locate areas where permanent drainage will be required by site conditions for cut slopes.

### **Measures for Hazardous Materials**

#### *Known or Suspected Contamination within the Project Right of Way*

- WSDOT will conduct preliminary site investigations before acquiring right of way property and before beginning construction activities where sites of concern have been identified.
- If ongoing remedial activity is affected by this project, WSDOT will coordinate with the respective stakeholders.
- WSDOT will prepare a spill prevention control and countermeasure (SPCC) plan that provides specific guidance for managing contaminated media that may be encountered within the right of way.
- WSDOT may be responsible for the remediation and monitoring of contaminated properties that will be acquired for this project. In such cases, WSDOT will further evaluate the identified properties to assess their condition before acquisition or construction occurs.
- Prior to construction, WSDOT will have a thorough asbestos containing materials/lead-based paint (ACM/LBP) building survey completed by a certified building inspector on all property structures that will be acquired and/or demolished.
- If WSDOT acquires a portion or all of a property (building, structure) suspected of containing ACM/LBP, WSDOT will properly abate and dispose of any existing ACM and LBP contamination prior to construction activities. Depending on the concentration of lead in the demolition debris, some debris may need to be disposed of as dangerous waste, which will require Ecology to be notified.
- If WSDOT encounters an underground storage tank (UST) within the right of way, WSDOT will assume cleanup liability for the appropriate decommissioning and removal of the UST.
- WSDOT will dispose of all construction waste material, such as concrete and other potentially harmful materials at approved sites.
- WSDOT may acquire the responsibility for cleanup of any soil or groundwater contamination encountered during construction within WSDOT right of way. Contamination will be evaluated relative to Model Toxics Control Act (MTCA) cleanup levels.
- WSDOT will meet all regulatory conditions imposed at contaminated properties (such as consent decree) associated with construction. These conditions can include ensuring that the site is properly contained after construction is completed so that contaminants

do not migrate offsite and so that the health and safety of all on-site personnel are protected during work at the site.

- WSDOT will consider entering into a pre-purchaser's agreement for the purposes of indemnifying WSDOT against acquiring the responsibility for any long-term cleanup and monitoring costs.

#### *Known or Suspected Contamination Outside of the Project Right of Way*

- Contaminated groundwater originating from properties located up-gradient of the right of way could migrate to the project area. WSDOT generally will not incur liability for groundwater contamination that has migrated into the project footprint as long as the agency does not acquire the source of the contamination. However, WSDOT will manage the contaminated media in accordance with all applicable rules and regulations.

#### *Unknown Contamination*

- If WSDOT acquires a property that has unknown contamination, the agency could incur liability for any contamination discovered after acquisition, as well as liability for the removal of any stored materials remaining onsite at the time of the acquisition. WSDOT could be responsible for cleanup or disposal of these unknown substances, for example, USTs and contaminated media (including ACM and LBP). If unknown contamination is discovered during construction, WSDOT will follow the SPCC plan as well as all appropriate regulations.

### **Project Measures to Avoid or Minimize Effects During Operation**

WSDOT has well-established design, operational, and maintenance practices for managing long-term operation issues associated with the types of soil, geologic, and groundwater conditions anticipated along the project alignment. The following sections describe the measures that WSDOT will implement during operation.

#### **Noise**

- WSDOT will construct new noise walls at four locations provided that adjacent residents agree (noise wall locations are shown in Exhibits 5.2-2 and 5.2-3). We will also relocate five existing noise walls at or closer to the edge of the I-405 right of way.

#### **Water Resources**

- Stormwater discharge to the Cedar River will be downstream of the City of Renton's RW-1, 2 and 3 Group A wells.
- WSDOT will construct new I-405 roadway over the Renton APA Zone 1 with an impervious liner underneath the pavement for additional protection from spills escaping the stormwater collection system.
- WSDOT will ensure that fuel and chemicals spills from vehicles are captured and contained by the stormwater collection and detention system. The stormwater system

will detain spills in either vaults or ponds. The detention vault or pond will have shut-off capability for containing a spill or release.

- WSDOT will establish a plan in compliance with Washington State Wellhead Protection Requirements outlined in WAC 246-290-135(4) and the City of Renton Municipal Code RMC 4-9 to ensure a higher level of protection for the City of Renton's APA Zones 1 and 2.
- Within APA Zones 1 and 2, WSDOT will construct either a lined or piped stormwater conveyance system. Stormwater will be directed and discharged outside of the City of Renton's APA Zone 1 Wellhead Protection Area.
- WSDOT will ensure that the roadway and access ramps over Renton's APA Zone 1 will have berms to collect and route major spills to the stormwater collection system. The system will be constructed in accordance with City of Renton requirements for sanitary sewage facilities in APA Zone 1 areas and will be sized to contain a liquid spill from a double tanker.
- WSDOT will control stormwater so that peak and base flows of receiving waters are not adversely affected by treated stormwater discharge from the expanded impervious surface areas created by the project.

### **Wildlife and Vegetation**

- WSDOT will revegetate areas in which vegetation removal will occur (except for areas of new impervious surface).
- WSDOT will leave large woody debris found in any landslide material in riparian areas and retain it for future restoration use by WSDOT or donate it to a local watershed group if there is a need for the material.

### **Fish, Aquatic Habitat, and Threatened and Endangered Fish Species**

WSDOT will use the following measures to avoid or minimize effects to fish and aquatic resources during operation of the project:

- WSDOT will remove stormwater from some streams and discharge it through facilities that are located, designed, and approved to minimize long-term aquatic effects by mixing with large volumes of water in Lake Washington.
- WSDOT will construct fish-friendly culverts near the NE 44th Street Interchange and at Clover Creek that will restore fish passage beneath the freeway. Approximately 8,850 linear feet of stream between the freeway and the upper watersheds will become available for migratory fish use.
- WSDOT will construct new bridges at Coal Creek to improve passage and enhance fish utilization for the entire upper Coal Creek and Newport Creek Basins. There is over 4 miles of habitat in upper Coal Creek and another 4,500 feet in the Newport Creek Basin.

- WSDOT will construct headwalls<sup>1</sup> at the five new fish-friendly cross-culvert inlets and outlets to minimize the amount of grading and filling and to restore and increase long-term riparian functions at each site.
- WSDOT's ongoing maintenance of stormwater treatment and detention facilities will not include the application of any chemical weed control agents (herbicides).

## **Measures for Geology and Soils**

### *Seismicity*

WSDOT will implement its procedures for inspecting critical highway elements following a major seismic event.

### *Soft Ground*

WSDOT will conduct long-term monitoring of embankments or walls constructed on soft ground to ensure that they are not experiencing unacceptable settlement.

### *Slope Stability and Landslides*

- WSDOT will conduct long-term maintenance of surface and subsurface drainage in areas of landslide risk. If installed, horizontal drains will be periodically inspected and maintained, as these drains tend to clog with time. If identified as a need during the design geotechnical investigation, long-term monitoring of slopes and walls may be appropriate in selected areas.

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<sup>1</sup> A concrete structure at the end of a culvert to protect the embankment slopes, anchor the culvert, and prevent undercutting.

